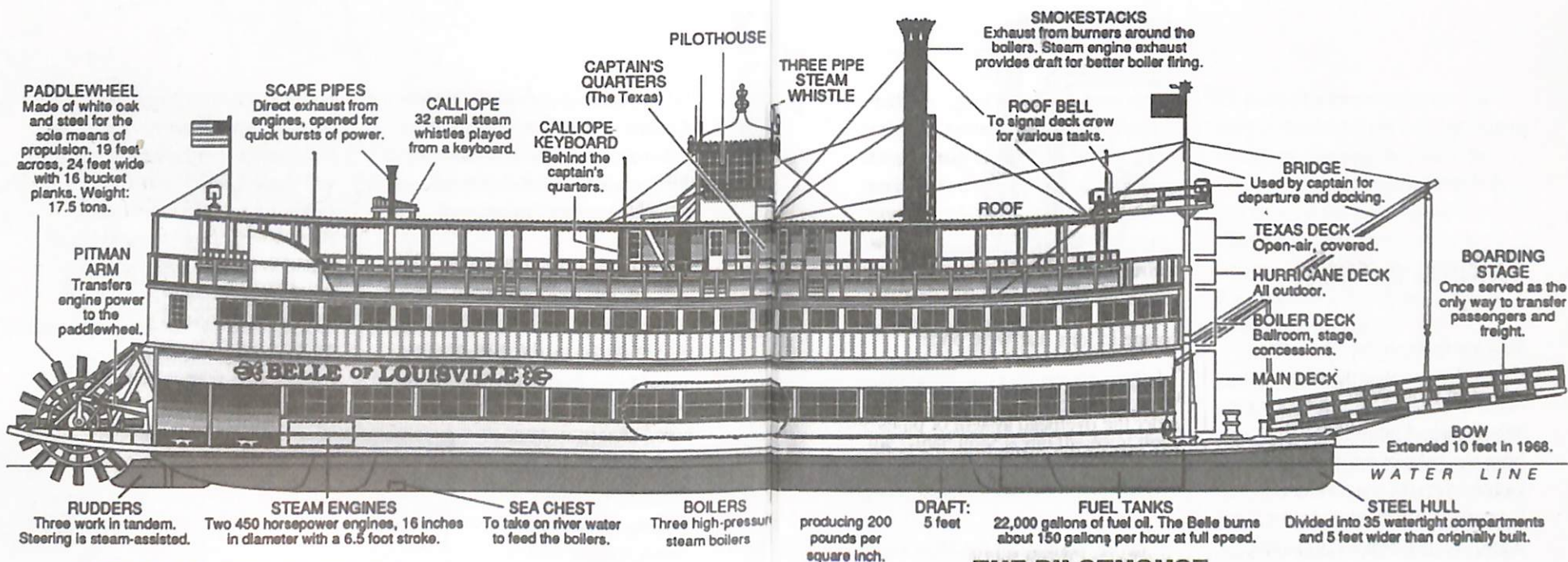
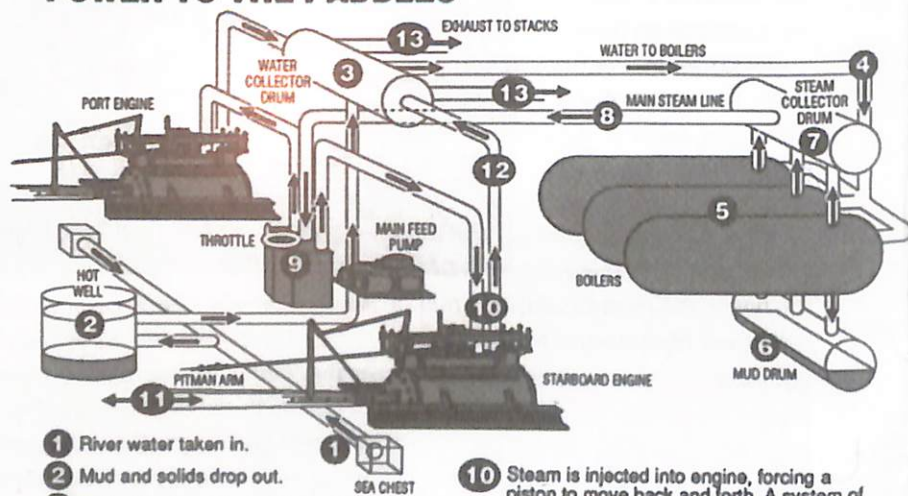




POWER TO THE PADDLES



- 1 River water taken in.
- 2 Mud and solids drop out.
- 3 Water is pumped to a collector drum.
- 4 Water is sent to the three boilers.
- 5 Water is heated to produce steam.
- 6 Debris and solids settle from boilers.
- 7 The boilers send steam to collector drum.
- 8 Steam is sent to a throttle.
- 9 Throttle controls steam to the engines.
- 10 Steam is injected into engine, forcing a piston to move back and forth. A system of valves allows the engine to develop power on each forward and backward stroke.
- 11 Engine pushes Pitman arm back and forth to crank the paddlewheel.
- 12 Engine exhaust goes to collector drum to warm incoming river water.
- 13 Engine exhaust then goes up the main stacks, providing draft to fire the boilers.

THE PILOTHOUSE

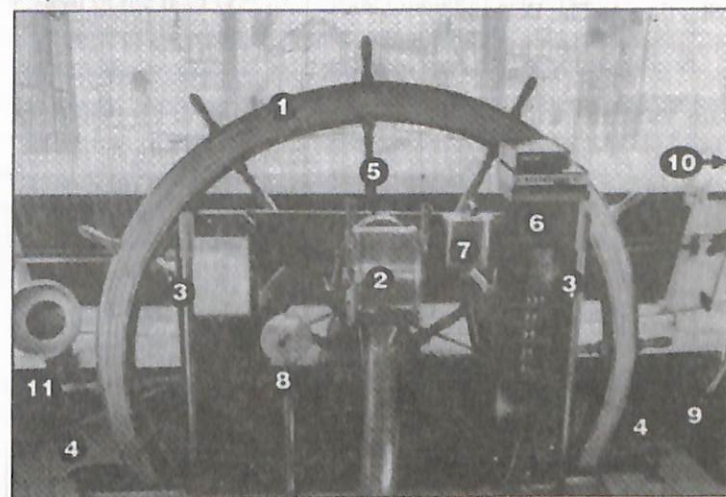


PHOTO BY KEITH WILLIAMS

1. Pilot wheel.
2. Pilot house to engine room telegraph.
3. Power steering levers.
4. Pilot wheel brake pedals. (To stop wheel and hold rudder position)
5. Old three-bell telegraph to engine room.
6. Intercom systems and main electrical control panel
7. Starboard searchlight control
8. Port searchlight control
9. Steam whistle foot pedal
10. Communications: 2 marine radios, 1 cellular phone and 1 phone to crew
11. Trumpet (Bell sound returns from engine room).

ILLUSTRATION
BY STEVE DURBIN

Source: Captain and
chief engineer of
the Belle of Louisville